

## 1-21. (CANCELED)

22. (CURRENTLY AMENDED) A multi-step reduction gear [[in]] transmission of a planetary construction, especially an automatic transmission for a motor vehicle, the multi-step reduction gear including:

a drive shaft (1) and an output shaft (2)[[.]] which are arranged in a housing (G),

first, second and third ~~single~~ rod planetary gear[[s]] sets (P1, P2, P3),

at least ~~the first, the second, a third, [[a]] fourth, [[a]] fifth, [[a]] sixth and [[a]] seventh~~ rotating shafts ([[1, 2,]] 3, 4, 5, 6, 7), as well as at least six shifting elements (03, 04, 14, 16, 37, 57), including first and second brakes (03, 04) and first second, third, and fourth clutches (14, 16, 37, 57), whose selective engagement brings about different reduction ratios between the drive shaft (1) and the output shaft (2)[[.]] so that seven forward gears and one reverse gear can be realized,

wherein drive takes place through the drive shaft (1)[[.]] which is continuously connected with a sun wheel of the first planetary gears (P1), output takes place through the output shaft (2)[[.]] which is continuously ~~in connection~~ connected with an annulus of the second planetary gear set (P2) and [[an]] a first element of the third planetary gear[[s]] set (P3), the third shaft (3) is continuously connected with a [[rod]] planet carrier of the first planetary gears (P1), the fourth shaft (4) is continuously connected with a [[rod]] planet carrier of the second planetary gears (P2)[[.]] and also with a further element of the third planetary gear[[s]] set (P3), the fifth shaft (5) is continuously connected with an annulus of the first planetary gear set (P1), the sixth shaft (6) is continuously connected with a sun wheel of the third planetary gear[[s]] set (P3), the seventh shaft (7) is continuously connected with a sun wheel of the second planetary gear[[s]] set (P2), whereby and the third shaft (3) can be coupled to the housing (G) through via the first brake (03), the fourth shaft (4) can be coupled to the housing (G) through via the second brake (04), the first clutch (14) detachably connects the first drive shaft (1) and the fourth shaft (4) with [[each]] one another, the second clutch (16) detachably connects the drive shaft (1) and the sixth shaft (6) with [[each]] one another, the third clutch (37) detachably connects the third shaft (3) and the seventh shaft (7) with [[each]] one another, and whereby the fourth clutch (57)

detachably connects the fifth shaft (5) and the seventh shaft (7) with [[each]] one another.

23. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein the second output shaft (2) is connected with the annulus of the second planetary gear[[s]] set (P2) and an annulus of the third planetary gear[[s]] set (P3), and wherein the fourth shaft (4) is continuously in connection with the [[rod]] planet carrier of the second planetary gear[[s]] set (P2) and a [[rod]] planet carrier of the third planetary gear[[s]] set (P3), whereby and the first planetary gear[[s]] set (P1) and the second planetary gear[[s]] set (P2) are constructed as negative planetary gear[[s]] sets, and the third planetary gear[[s]] set (P3) is constructed as a positive planetary gear[[s]] set.

24. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 23, wherein the second planetary gear[[s]] set (P2) and the third planetary gear[[s]] set (P3) are combined as a Ravigneaux planetary gear[[s]] set with a common [[rod]] planet carrier and a common annulus.

25. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein the output shaft (2) is connected with the annulus of the second planetary gear[[s]] set (P2) and the rod a planet carrier of the third planetary gear[[s]] set (P3), and the fourth shaft (4) is continuously connected with the [[rod]] planet carrier of the second planetary gear[[s]] set (P2) and a hollow shaft an annulus of the third planetary gear[[s]] set (P3), whereby and the first, the second and the third planetary gear[[s]] set (P1, P2, P3) are constructed as negative planetary gears.

26. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein additional the multi-step reduction gear transmission includes a free wheel[[ings]] can be used on any suitable position.

27. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 26, wherein the free wheelings are is provided between at least one of the drive, the first, second the output, the third, the fourth, the fifth, the sixth and the seventh output shafts (1, 2, 3, 4, 5, 6, 7) and the housing (G).

28. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein [[a]] the drive and [[an]] the output shafts (1, 2) are provided on a same side of the housing (G). ♦♦

29. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein one ~~or more~~ of an axle and a distributor differential is arranged on one of a drive side or an output side of the housing (G). ♦♦

30. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein the drive shaft (1) is separable from a ~~drive~~ motor ~~through~~ by a clutch element. ♦♦

31. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 30, wherein the clutch element is one of a hydrodynamic converter, a hydraulic clutch, a dry starting clutch, a wet starting clutch, a magnetic powder clutch[[, or]] and a centrifugal clutch. ♦♦

32. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 31, wherein an external starting element ~~can be~~ is arranged behind in a power flow direction downstream of the multi-step reduction gear transmission in a force of flow dimension, whereby and the drive shaft (1) is ~~in a fixed connection~~ fixedly connected with a crankshaft of the motor. ♦♦

33. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein starting takes place using [[a]] one of the at least six shifting elements (03, 04, 14, 16, 37, 57) of the multi-step reduction gear transmission, whereby and the drive shaft (1) is continuously connected with a crankshaft of [[the]] a motor. ♦♦

34. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 33, wherein one of the fourth clutch (57) [[or]] and the second brake (04) [[can be]] is used as [[a]] the shifting element for starting the multi-step reduction gear transmission. ♦♦

35. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein a torsion vibration damper ~~can be~~ is arranged between a motor and the multi-step reduction gear transmission. ♦♦

36. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein a wear-free brake [[can be]] is arranged on each shaft at least one of the drive, the output, the third, the fourth, the fifth, the sixth and the seventh shafts (1, 2, 3, 4, 5, 6, 7).

37. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein an auxiliary output [[can be]] is arranged on each shaft at least one of the drive, the output, the third, the fourth, the fifth, the sixth and the seventh shafts (1, 2, 3, 4, 5, 6, 7) for driving an additional unit[[s]].

38. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 37, wherein the auxiliary output ~~can be~~ is arranged on one of the drive shaft (1) [[or]] and the output shaft (2).

39. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein the six shifting elements (03, 04, 14, 16, 37, 57) are constructed as one of load-shifting clutches [[or]] and brakes.

40. (CURRENTLY AMENDED) The multi-step reduction gear transmission  
according to claim 39, wherein the six shifting elements (03, 04, 14, 16, 37, 57) are one  
or more of disk clutches, strap brakes and cone clutches ~~can be used as the shifting~~  
~~elements.~~

41. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 22, wherein the six shifting elements (03, 04, 14, 16, 37, 57) are one or more of form-locking brakes and clutches are provided as the shifting elements.

42. (CURRENTLY AMENDED) The multi-step reduction gear transmission  
according to claim 22, wherein an electrical machine ~~can be~~ is installed on ~~each~~ shaft  
at least one of the drive, the output, the third, the fourth, the fifth, the sixth and the  
seventh shafts (1, 2, 3, 4, 5, 6, 7) as at least one or more of a generator and an  
additional drive machine.